



Safety & Security Committee

Open Meeting

Friday, March 3, 2023 -- 8:30 AM

Virtual Meeting

211 North Broadway, 6th Floor

St. Louis, MO, 63102



Safety & Security Committee -- Open Meeting -- March 3, 2023 @ 8:30 AM

Notice of Meeting and Agenda

1. Call to Order	Approval	Chair Simmons M. Bennett
2. Roll Call		
3. Public Comment	Information	Chair Simmons
4. Approval of Minutes of the January 12, 2023, Safety & Security Committee, Open Meeting	Approval	Chair Simmons
A. Draft Minutes - January 12, 2023 - Safety & Security Committee - Open Meeting - 3		
5. Secure Platform Project - Update	Information	K. Scott / A. Ghiassi
6. Compliance with FTA's National Public Transportation Safety Plan (NSP) through Performance Metrics	Information	A. Ghiassi
A. Briefing Paper - 9		
7. Discontinuation of Temperature Checks as a Safety Requirement for COVID-19 Pandemic	Information	A. Ghiassi
A. Briefing Paper - 11		
8. Unscheduled Business	Information	Chair Simmons
9. COO Metro Transit Report	Information	C. Stewart
10. Call for the Dates of Future Board & Committee Meetings	Information	M. Bennett
11. Motion to Move to Executive Session	Approval	Chair Simmons
If such action is approved by a majority vote of The Bi-State Development Agency's Board of Commissioners who constitute a quorum, the Board may go into closed session to discuss legal, confidential, or privileged matters pursuant to Bi-State Development Board Policy Chapter 10, Section 10.080 (D) Closed Records: Legal under §10.080(D)(1); Personnel under §10.080(D)(3); Security under §10.080(D)(11); and Rail, Bus, or Facilities Safety and Accidents under §10.080(D)(16).		
12. Reconvene to Open Session	Approval	Chair Simmons
13. Adjournment	Approval	Chair Simmons

**BI-STATE DEVELOPMENT
SAFETY AND SECURITY COMMITTEE MEETING
(VIRTUAL MEETING VIA ZOOM)
OPEN SESSION MINUTES**

January 12, 2023

Immediately following Special Meeting of Board of Commissioners

Committee Members Participating

Rose Windmiller
Vernal Brown
Fred Pestello

Herbert Simmons, Chair
Derrick Cox
Irma Golliday

Other Commissioners Participating

Sam Gladney – Absent
Nate Johnson – Absent

Terry Beach
Debra Moore

Staff Participating

Taulby Roach, President and Chief Executive Officer
Brenda Deertz, Director of Executive Services
Barbara Enneking, General Counsel
Myra Bennett, Manager of Board Administration
Charles Stewart, Executive Vice President/Chief Operating Officer Metro Transit
Kevin Scott, General Manager Security
Andrew Ghiassi, General Manager Safety, Chief Safety Officer
Chris Poehler, Vice President Capital Programs
Tim Nittler, Senior Director Capital Projects
Kelly Haidinyak, Engineering Project Manager
Scott Streckfuss, SCADA Systems Specialist, Maintenance of Way

Others Participating via Zoom

Tyler Duke, ASL Interpreter
Mark Grossenbacher, HNTB
Selena Asire, HNTB
John Pesa, HNTB

- 1. Open Session Call to Order**
8:45 a.m. Chair Simmons called the Open Session of the Bi-State Development Agency, Safety and Security Committee Meeting to order at 8:45 a.m.

- 2. Roll Call**
8:45 a.m. Roll call was taken, as noted above.

3. Public Comment

8:46 a.m. Chair Simmons asked Ms. Bennett if any public comment cards were submitted for today's meeting. Ms. Bennett noted that no comments were received pertaining to safety and security.

4. Approval of the Minutes of the October 6, 2022, Safety & Security Committee, Open Meeting

8:46 a.m. The minutes of the October 6, 2022, Safety & Security Committee, Open Meeting, were provided in the Committee packet. A motion to approve the minutes, as presented, was made by Commissioner Brown and was seconded by Commissioner Cox.

The motion passed unanimously.

5. Secure Platforms Project (SPP) Update

8:47 a.m. Kevin Scott, General Manager Security and SPP Project Manager, introduced the members of the SPP Project Team as follows:

Andrew Ghiassi - Safety and Regulatory Compliance, SPP Project
Chris Poehler - Executive Engineering Support, SPP Project
Tim Nittler - Internal Lead Project Manager, SPP Project
Kelly Haidinyak - SPP Project Support
Scott Streckfuss - SPP Systems Specialist, Real-Time Camera Center
Mark Grossenbacher, HNTB Lead Project Engineer, SPP Project
Selena Asire, HNTB Engineer & Communications Specialist, SPP Project
John Pesa, HNTB Architect, SPP Project

Mr. Scott stated that the SPP team compiles monthly updates which are disseminated to leadership and regional stakeholders. Additionally, Mr. Ted Zimmerman, Vice President of Marketing and Communications, in conjunction with Vector Communications, is leading and scheduling all SPP regional messaging and engagements. He stated that Mr. Andrew Ghiassi has worked with IT to make the internal HUB platform available for all Commissioners to access and view the SPP updates under the Safety and Security Section, and he noted that this information is updated almost daily. Mr. Scott stated that the corresponding and integrating project to realize a new Fare Collection System, which will communicate with the MetroLink gates, is being led by Vice President of Administration, Mr. Tom Curran, in consultation with Consult Hyperion.

Commissioner Cox stated that he appreciates the updates; however, he asked if a simple timeline for the project could be distributed to the Commissioners. Chair Simmons asked if the project is on schedule. Mr. Scott stated that a timeline can be distributed, and the project is currently on schedule.

Mr. Scott stated that, with regard to closed circuit television (CCTV) and the real-time camera center, the Agency's ability to view live security prioritized camera feeds from across the system, is paramount to sound and proactive security. The changes being realized under SPP, to include the cameras, gating, fencing, and fare collection technology, will act in concert to support security and law enforcement personnel, as well as making the system safer. He reported that, as part of SPP, upgrading camera technology and adding additional cameras, configured to prioritize security prospectively, is moving forward. Mr. Scott stated that the four (4) primary Public Safety Answering Points in St. Clair County now have live viewing capability of these cameras,

and staff is working to achieve the same in partnership with the St. Louis County Police Department and St. Louis City's Real-Time Crime Centers. He encouraged the Commissioners to take a tour of these centers. Commissioner Cox asked if there have been changes since the last time he toured the facilities. Mr. Scott noted that there have been substantial changes.

Chair Simmons posed questions regarding the communication system, noting that this issue is key to officer safety. Mr. Scott stated that he has had the vision to conduct a 90 day pilot program to identify what would work well; however, obtaining approval for the pilot program from the various jurisdictions has been difficult. Chair Simmons stated that St. Clair County has taken the lead to prepare for this; however, the process has been stymied. He stated that the three law enforcement agencies need to be able to communicate directly with one another.

Mr. Scott gave an overview of the progress that has been made on the SPP Project thus far. He noted that the Agency's General Engineering Contractor, WSP, was tasked with the completion of egress studies and basic conceptual designs at each of the existing platforms. These completed studies and conceptual overviews were transferred to the HNTB team after their services were procured to complete overall design and develop the Scope of Work (SOW) for the construction bid process. He stated that, as the HNTB engineers have worked through the drafting of a Project Design Schedule and Project Management Plan, the following should be noted:

- All agreements with sub-contracting firms have been secured by HNTB.
- The initiation and continuation of Light Detecting and Ranging (LiDar) surveying at all platform locations. This process allows for mapping of the stations with minimal impact on passengers and MetroLink Operations.
- HNTB is actively investigating gating and fencing types for presentation to the SPP Leadership Team. Any gating and fencing product must achieve overall security enhancements, as well as provide for the capability to communicate with the Fare Collection System and RTCC. The gating and fencing will be selected by the end of February 2023, to ensure that the procurement of these products begins early March 2023.
- Workshops with WSP, HNTB, and Consult Hyperion were conducted to align various aspects of SPP.
- The first workshop focused on the conceptual design of each platform originally tasked to WSP. This also included participation by the WSP engineer who led the effort.
- The second workshop was conducted jointly with the Fare Collection Team to have preliminary discussions about integration.
- Three additional workshops are planned to coordinate SOW.

Mr. Scott stated that, upon review by HNTB, as part of the progressing design, it was necessary to revisit approximately 25% of the stations due to lack of emphasis on security in their initial requirements. Additionally, as the Agency focuses on true security enhancements, the initial concepts did not meet our requirements for fare gate barriers, resulting in the need to re-evaluate impact on the egress analysis. He reported that HNTB engineers have identified that there may be certain items originally assumed to be usable, which may need to be replaced during construction, not accounted for in the original concept projections. He stated that HNTB has also found that addressing issues such as bicycle trail crossings at several Illinois stations, will require coordination with the jurisdiction(s) and the need to re-concept these stations, adding time to the design efforts. Mr. Scott stated that, as the team has worked through all of these tasks, it has

become apparent that waiting for all the changes in concepts, the completion of all surveying and all levels of design and review at each location, would push the procurement of construction in totality to late 2025.

Mr. Scott reported that in order to correct the difficulties of a one total design and construction schedule, and at the recommendation of our engineers, he is moving the project forward on a phased and/or packaged schedule, which the engineers have shown will expedite the total project, and allow the Package #1 construction bid process to begin in late July of 2023. For the initial package, he has selected 4 platforms, based on engineering and security recommendations, which are Emerson Park, JJK, Washington Park, and College.

Mr. Scott stated that, beyond Package #1, the team will design and construct what it believes will be five (5) additional packages to complete full build-out, although modifications are very possible. Under our current projections, the final package will be bid for construction in September 2024. He noted that this overall, packaged schedule will create a cascading affect, meaning as Package #1 moves to bid construction, Package #2 will enter the final design process. As Package #2 moves to bid for construction, Package #3 will enter the final design process, and so on. Mr. Scott stated that he is convinced this process will afford the Agency the ability to take the fastest pathway to putting in gates, fencing, and cameras, while remaining in coordination with the Fare Collection Team, to ensure the most expeditious integration.

Commissioner Pestello left the meeting at approximately 9:29 a.m.

Chair Simmons commended Mr. Scott for his leadership on the SPP project. Chair Simmons asked if the phased approach will increase the cost of the project, and posed questions regarding material shortages. Mr. Tim Nittler, Internal Lead Project Manager, SPP Project, stated that the number of gates and fencing remains the same; however, with the phased approach, resulting in smaller contracts, the Agency believes that more companies will submit bids for the work. He stated that, overall, the team does not believe this approach will have a significant impact on the cost of the project. Mr. Nittler added that the team believes the phased approach will have a positive impact on the project by allowing the Agency to pre-order materials, to manage and minimize the lead time for delivery.

Commissioner Windmiller thanked Mr. Scott and the SPP team for their work on this project. She asked that the Commissioners be given a written report in advance of future meetings. She stated that she does not have an issue with the phased approach to the project, but posed questions regarding how the stations for Phase I were selected. Mr. Scott stated that the selected platforms for Phase I are the platforms that could be completed most expeditiously. Commissioner Windmiller asked the anticipated time line for all of the stations to be completed. Mr. Scott stated that he anticipates that the final phase will be bid in September 2024, and will be completed four to six months after that. Commissioner Cox reiterated that the Board would appreciate a one page timeline, outlining the process. Commissioner Beach stated that the phased approach makes sense. He also noted that much of this information is available on the HUB, as noted previously. Mr. Scott stated that the team will be moving forward expeditiously on the project. Chair Simmons stated that he apologizes for the length of the report; however, the detailed report by Mr. Scott was provided at his request.

(This item was provided as information only.)

6. Unscheduled Business

9:43 a.m. There was no unscheduled business.

7. President/CEO Report

9:43 a.m. President/CEO, Taulby Roach, encouraged the Commissioners to review Mr. Scott's monthly updates, and noted that additional communications will be forthcoming. He stated that staff is laser focused on this project. Mr. Roach noted that, as a \$56 million project, the nation is looking at this Agency and the steps that are being taken with this project. He stated that the real time camera center is a "win" for the Agency, and our partners have been wanting to see this. He noted that there will be 1500 cameras with the new system, and staff is working diligently to ensure all of the systems will work together. He stated that he is very proud to see this project moving forward.

Mr. Roach reported that a ribbon cutting for the Emerson Park project will be held on January 23, 2023 at 1:30 p.m., and he noted that the Commissioners should have received an invitation to that event. He noted that this was a \$10 million investment by the St. Clair County Transit District, and thanked Chair Simmons for his support of that project.

Chair Simmons asked if there has been any positive feedback regarding the new code of conduct for Metro Transit. Mr. Scott stated that they have had great success with the new Ride and Abide Policy.

8. Call for the Dates of Future Board & Committee Meetings

9:50 a.m. Myra Bennett, Manager of Board Administration, noted the following upcoming meetings.

Operations Committee Meeting:	Friday, January 27, 2023	8:30 AM
Audit, Finance & Administration Committee:	Friday, January 27, 2023	Following OPS
Board of Commissioners Meeting:	Friday, February 17, 2023	8:30 AM

9. Motion to move Executive Session

9:50 a.m. Chair Simmons noted that the only item for consideration for the Executive Session agenda is the Approval of the Minutes of the October 6, 2022, Safety & Security Committee, Executive Session. He stated that, if there are no corrections to these minutes, and no discussion is needed, the Board could proceed to a vote, without going into Executive Session.

A motion to approve the minutes of the October 6, 2022, Safety & Security Committee, Executive Session, as presented, as a closed record, was made by Commissioner Moore and was seconded by Commissioner Golliday. A roll call vote was taken as follows:

Vernal Brown – Yea	Herbert Simmons – Yea
Rose Windmiller – Yea	Terry Beach – Yea
Fred Pestello – Yea	Irma Golliday – Yea
	Derrick Cox – Yea
	Debra Moore – Yea

The motion passed unanimously.

10. Adjournment

9:51 a.m. Chair Simmons asked if there was any further business, and being none, Commissioner Windmiller made a motion to adjourn the meeting. The motion was seconded by Commissioner Cox. Unanimous vote in favor was taken. The motion passed, and the meeting was adjourned at approximately 9:52 a.m.

Deputy Secretary to the Board of Commissioners
Bi-State Development

From: Andrew J. Ghiassi-General Manager of Safety, Bi-State Development
Subject: **Compliance with FTA’s National Public Transportation Safety Plan (NSP) through Performance Metrics**
Disposition: Information Only
Presentation: Andrew J. Ghiassi-General Manager of Safety, Bi-State Development

Objective:

To provide the Board of Commissioners with information on compliance requirements and performance metrics under the Federal Transit Administration's (FTA) National Public Transportation Safety Plan. No action is required at this time, and the information presented will enable the board members to monitor Metro's efforts to ensure the safety of our transit system.

Background:

The Metro Public Transportation Agency is required to address the minimum safety performance standards set forth in the FTA’s National Public Transportation Safety Plan (NSP) as per the 49 CFR Part 673.11(a)(4). These standards are associated with data reported to the National Transit Database (NTD) and aim to ensure the safety of the public transportation system. The following metrics are established each year to measure safety performance:

- Fatality: death confirmed within 30 days (excluding trespassing, suicide, and illness/natural causes)
- Injury: harm to a person requiring immediate medical attention away from the scene (includes NTD S&S-40 (major) and S&S-50 (non-major) events; excludes injuries resulting from security events)
- Safety Event: events meeting the NTD S&S-40 (major) event threshold (includes major safety events such as collision, derailment, fire, and evacuation; excludes major security events)
- System Reliability: mean distance between major mechanical failures

2023 Performance Targets:

The annual target for fatalities, injuries, and safety events is calculated by averaging the number of NTD reportable events from the preceding calendar years. The calculations for 2023 targets were derived from averaging data from calendar years 2019, 2021, and 2022*. The performance targets are presented as the number of events, by mode, per one hundred thousand revenue miles. System reliability is reported, by mode, as the mean distance between major mechanical failures. The Vehicle Maintenance Department tracks the number of major mechanical failures and establishes performance targets by fiscal year. The 2023 targets were reviewed and approved by the Assistant Executive Director of Metro on February 10, 2023.

**The 2020 totals were significantly lower compared to other years and skewed three-year average; 2019 data was used in its place.*

2023 Targets	MetroLink	MetroBus	Call-A-Ride
Fatality	0 (0 per 100k mi)	0 (0 per 100k mi)	0 (0 per 100k mi)
Injury	40 (1.53 per 100k mi)	162 (1.28 per 100k mi)	8 (0.23 per 100k mi)
Safety Event	7 (0.25 per 100k mi)	67 (0.53 per 100k mi)	4 (0.11 per 100k mi)
System Reliability	23,307 mi	20,000 mi	21,632 mi

Proposed Actions:

Per 49 CFR Part 673.15 and the Bi-Partisan Infrastructure Law, Metro will present the proposed performance metrics for review and approval to the local Metropolitan Planning Organization, the States, and Metro's Joint Labor Safety Committee before implementation.

Conclusion:

In conclusion, Metro is committed to ensuring the safety of our public transportation system by complying with the safety performance standards set forth in the FTA's NSP. The 2023 performance targets have been established and will be presented for review and approval to the relevant bodies before implementation.

From: Andrew J. Ghiassi-General Manager of Safety, Bi-State Development
Subject: **Discontinuation of Temperature Checks as a Safety Requirement for COVID-19 Pandemic**
Disposition: Information Only
Presentation: Andrew J. Ghiassi-General Manager of Safety, Bi-State Development

Objective:

To inform members that Bi-State Development (BSD) has discontinued temperature checks as a COVID-19 safety requirement, based on new health organization recommendations and analysis by the BSD Safety Department. The paper outlines the implementation plan that was followed to ensure a smooth transition. The purpose of the paper is to keep members informed of the changes to safety requirements for COVID-19 within BSD.

Background:

Recent scientific data and analysis have shown that temperature checks are not an effective means of preventing the spread of COVID-19, as the virus can be spread by infected individuals who do not have a fever or other symptoms. The CDC now recommends against using temperature checks as a primary strategy for preventing the spread of COVID-19, and the WHO has noted that temperature screening measures can create a false sense of security and divert resources from more effective measures, such as social distancing and mask-wearing.

Recommendation:

The Safety Department of Bi-State Development (BSD) has conducted a thorough analysis of the new recommendations from health organizations and recommended to the President and CEO of BSD the discontinuation of temperature checks as a safety requirement for the COVID-19 pandemic. In collaboration with the Safety Department, the President and CEO has authorized this change. Instead, we will focus on implementing more effective measures, such as encouraging vaccination and promoting optional mask-wearing and social distancing. This change is now in effect.

Ramp Down Plan:

To ensure a smooth transition, the following ramp-down plan was followed:

- All team members were notified that temperature checks will no longer be mandatory.
- Temperature screening portals were removed from all BSD facilities.
- Daily wristbands were no longer distributed to team members and customers.
- Compliance with the new policy was monitored, and any concerns that may have arisen were addressed.

Conclusion:

The discontinuation of temperature checks as a safety requirement for the COVID-19 pandemic has been authorized by the President and CEO of BSD, in collaboration and advice from the BSD Safety Department, based on their thorough analysis of the new recommendations from health organizations. This change is now in effect, and the ramp-down plan was successfully completed. If you have any questions or concerns, please do not hesitate to contact me.